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YOUR SUMMER VACATION.

If you take one you will want to keep in touch with home. The best way to do this is to have the Journal mailed to you. Leave your order before starting. We will change the address as often as you desire.

"Man proposes and God disposes," says an old proverb. Some men proposed a yacht race yesterday, but the wind had other engagements.

Booker T. Washington has the right idea of the elevation of the negro race. It must come through individual elevation by individual effort.

Professor Langley, of the Smithsonian Institution, says his alleged alibi is being developed for war purposes. It is to be hoped the war will not come soon.

Dispatches indicate that the navies of four nations are ready to co-operate in forcing reforms by the Sultan. It may take more, and then they may not succeed.

The activity with which the Grover Cleveland boomers jump at the report that Tammany favors him is not very complimentary to the apostle of political purity and reform.

The fight of the bookbinders against Miller has taken a purely personal turn. That is a game that can always be played by two, and generally leads to the destruction of both players.

The announcement that T. Taggart will support Mr. Holtzman for mayor should not create any surprise. T. Taggart never did anything as mayor that Mr. Holtzman did not support him in.

A study of the directories of the United States Steel Corporation and the Colorado Fuel and Iron Company does not lead to the belief that the competition between the two will ever be very destructive.

Probably one of the most disastrous results of the trouble in the Balkans will be the loading up of a higher burden of taxes on all European peoples to support bigger armaments on both sea and land.

At last there are evidences of vitality in the Indianapolis Southern project. Coal rates of 40 cents per ton will be a great help to Indianapolis, and it is not impossible that when the trolley roads begin to haul coal even this rate may be materially reduced.

The news says that inefficient as the Taggart administration was "it is a little difficult to understand how the result redounds to the credit of Mr. Bookwalter." Does it redound to the credit of Mr. Holtzman, who has been a Taggart man, first, last, and all the time?

Mr. Keach is impatient of little formalities. He made Holtzman the candidate; he hopes to make him mayor; and, if he shall succeed, he expects to run the mayor's office with the able assistance of Wicked Partner Foster. It is but natural that he should leave Holtzman out of consideration in most of his daily intimacies.

The visit to the United States of Field Marshal Lord Roberts, who is booked to sail with his staff on Sept. 23, will afford an opportunity to return the courtesies recently shown American naval officers in England. The British army officers in their regalia will be the lions of the day.

David B. Hill has finally made up his mind that mob law is not a good thing, but what he has to say on the subject will hardly go down in history as a stirring rebuke to the inditers of mobs. Hill is one of the very few survivors of the type of politician that was very numerous in the land a decade or two ago, never holding a very positive opinion on any subject that had not been passed on in his party platform. It is more popular nowadays to say what one thinks and say it plainly.

Ex-Senator David B. Hill talked very sensibly about mob law in an address before a plenary association in New York. He said that "crimes which can only be punished by mobs might as well be punished at all, because in the end the remedy will be found to be worse than the disease. Every American citizen," he said, "should assist in the creation of a healthy

public sentiment which should demand that no person charged with crime shall be punished therefor except under due process of law and by lawful officials and after a trial before a court and jury as provided by the wise and beneficent provisions of our federal constitution, and these vital provisions, so essential to the public welfare, must be respected in every part of our domain and wherever our American flag shall permanently float, and every man, whether white or black, native or foreign born, rich or poor, educated or uneducated, must be protected in his life and liberty." Unfortunately, not every American citizen practices this doctrine, but it is the true antidote for anarchy.

YACHT RACING.

The averagelander finds it a bit difficult to get his enthusiasm over yacht racing up to a very high pitch, and it is only the international feature of the races now on that arouses interest throughout the country. Of the races on the lakes and the races that are sailed at various points along the Atlantic and Gulf coasts the general public throughout the interior knows nothing and cares less—and wonders how the devotees of the sport can be so profoundly interested.

But to him that goes down to sea, who has listened to the music of the waves against the prow, who has felt the strength of the wind with his hand on the tiller or wheel, there is no mystery. One may love an automobile or a launch, but in these he is always dealing with forces that can be accurately measured and cribbed with mechanism. One may love to handle the reins over the back of a spirited horse, but he knows that the horse is so curbed and confined with harness that it is completely at his mercy. But with the sailing yacht it is different. There one is face to face with elements he can no more control than he can fly. He must have an alert eye, a strong arm, and, above all, a cool head and steady nerve, if he would wring from them obedience to his will. He must know their moods and act immediately on their slightest signals of change. He must know his boat better than he can know any living thing, must understand the last pound of its strength and the farthest limit of its ability to combat the elements in which it has its life and being.

To him that loves combat—and what real man does not?—here surely in wind and wave are opponents worthy of the best strength that in him lies, and when there is added the human interest of the contest between men to know which designer and which skipper can make the braver fight in the world-old battle between the man and the sea, it is small wonder if all that have ever known the keen tension of this battle shall follow with breathless interest every movement of the yachts and the men that handle them.

THE SERIOUS SIDE OF IT.

Some people have been having fun at the expense of Mayor Knott's, of Hammond, Ind., on account of his recent proclamation asking the manufacturers of that city to employ none but married men. The backsliders have had their say, the humorists and rhymer have made their jokes, and some newspapers have commented on the absurdity of trying to promote matrimony by giving the preference to married factory hands and wage-earners over single ones. From one point of view the matter is a fair subject for humorous comment, and yet the mayor shows that it has a serious and practical phase. In an explanation statement he says he had no idea of attacking bachelors, but he was considering the economic side of the question. He thinks the welfare and prosperity of Hammond will be promoted by its wage-earners, of whom it has several thousand, becoming property owners, and he thinks the married state conduces to this and incidentally to conservatism and orderliness among men. "I do not mean," he says, "that every employee should be a married man, but if he is any good at all he should soon become a property owner. That is the first step toward his becoming a husband and father. When a man has these responsibilities he will become a good, peace-loving, fearless citizen, who will foster the best interests of his city and shun the little differences which have in many cases aroused serious and destructive strikes."

He recalls the fact that during the Pullman strike and the railroad riot in Hammond in 1894 the men who "did the bullying" and were the chief fomenters of trouble were men who had no local interests or responsibility, and when the soldiers came they fled. He thinks if these men had had families and homes they would have been less violent and more reasonable. Drawing on his personal experience the mayor says:

For the last ten years I have been a close student of social questions. When I investigated labor troubles I do it by mingling with the laborers, meeting the tough element personally on the sidewalks, or anywhere else. I have seen the men who are the trouble-makers and their families. I find that most of the labor disturbances are caused by these fellows who are employed in the factories do not help repay the taxes and in many instances they do not even pay the taxes. They are a bad lot, and do not pay into the city what they ought to compensate for the benefits given the factories, they should be sent out.

This shows that the mayor's proclamation in favor of married employees as against single ones was based on what he conceived to be motives of economic value. There is no doubt but as a general rule his position is correct. All rules are subject to exceptions, but from a broad point of view it must be admitted that marriage tends to induce men to become property owners, and that property ownership tends to make them conservative. In regard to labor troubles it has been demonstrated many times that the adoption of rash policies has been due to the fact that a conservative minority was overruled by a radical majority, and generally most of the latter are unmarried and not property owners. It stands to reason that a man who has taxes to pay, a little property to keep up and a family to support, is likely to be more conservative than one who has not these responsibilities. It is evident that the objective point of Mayor Knott's recommendation was not so much to promote matrimony as to promote property owning, thus increasing the number of conservative citizens and taxpayers, and diminishing the number of "floaters," or men without any local ties or interests. It is probable that most large employers would say his view is founded on reason. All social economists agree that family ties and property are

great conservators in society. As one writer puts it: "Such is the power of this great institution of marriage, that by the morality of the domestic hearth which it consecrates, by the principles of labor and economy which it propagates, by the spirit of property owning which it nourishes, by its influence over the destiny of the family which it is called upon to regulate, it is of interest everywhere to the progress of the world and the development of civilization." Mayor Knott's suggestion was not altogether a matter for fun-making.

RAILROADS FOR THE PHILIPPINES.

The announcement that the government will probably promote the construction of a system of railroads in the Philippines shows it has broad plans for developing the islands and establishing American control. In no other country has the civilization power of railroads been demonstrated as it has been in the United States, and no other government has experienced the benefits of such improvements in a larger degree. Not to speak of the benefits derived from roads constructed exclusively by private capital, those built by the aid of land grants from the government have been great factors in the progress and civilization of the country. The transcontinental railroads have contributed greatly to welding together the union of States as well as to populating and developing vast areas of country which otherwise might have remained unpeopled for a long time.

The experience of the government with railroads as civilizers is sufficient justification for the plan of railroad construction it is outlining in the Philippines. The plan contemplates the construction of a line from Manila to a harbor at the northern end of the island of Luzon, another line from Manila to the southern end of the island with branch lines running east and west, making about 800 miles. The Philippine government could not make grants of lands to aid in the construction of the roads, but it could guarantee the interest on the amount of the bonds, and it is believed that with such a guarantee private capital would undertake the construction. The secretary of war believes that the construction of such a system of railroads would simplify the question of policing the island and would settle for all time the question of possible insurrection. Engineers have been making surveys on the island and railroad men have been in consultation with the secretary of war on the project, which has reached such a stage that it is believed the work will be begun in the near future. It will be a fitting finale to the improvements made during five years' American occupation of the islands, and will make any attempt to revive "imperialism" as an issue next year look very ridiculous. With the telephone, enjoying schools, railroads and other blessings of modern civilization, full of gratitude for what is being done for them, and co-operating to the extent of their ability, the silly talk about "government without the consent of the governed" will find no hearers.

The rise of Mr. Hemenway in Congress is encouraging to the youth of honest purpose desirous of winning a name in public life. Mr. Hemenway has never been a showy man, nor has a stroke of luck or a brilliant opportunity ever come his way; but he has worked steadily and intelligently on the day's work that lay before his hand. Gradually but surely he has advanced in the estimation of his colleagues and of the country at large until now he is numbered among the comparatively few potent men in Congress and is marked for a post of large responsibilities. There were more brilliant men than he that went to Congress first in the Republican upheaval of 1894, but none has shown better staying qualities.

The Journal is in receipt of a marked copy of the esteemed Springfield (Mass.) Republican, the matter to which attention is especially called being an able editorial article showing that, whereas Mr. Roosevelt is a popular presidential candidate in the West owing to his furtherance of the national irrigation policy, General Miles has even a stronger claim to Western support because he warmly advocated such policy long before Roosevelt's time. This may all be very true, but why bother the Journal with it? Is it the impression in the neighborhood of Agawam that Indiana is in the arid belt?

Professor Langley's open letter to the press is virtually a request for a suspension of judgment regarding his alleged flying machine. He admits that all his work has been experimental, and does not show much confidence in its successful outcome. It is somewhat surprising that with the aid of Smithsonian Institution experts and an appropriation of \$50,000 by the Ordnance Department he has not been able to accomplish as much as a French aeronaut did unaided.

The Employers' Association of Chicago has decided of its own volition to advance wages 15 per cent. to correspond with the increase in the cost of living which has occurred during the last five years. The admitted increase in the cost of living is based on the reports of experts employed to investigate the matter. The voluntary action of the association shows it is not organized for the purpose of oppressing or antagonizing labor, as some have claimed.

It has been more than twenty-five years since the project of a coal road, controlled in the interest of cheap coal for Indianapolis, was first broached. It is not greatly to the credit of local capitalists that it was not built long ago. The present prospect for the construction of such a road seems fairly good, and the Journal wishes its promoters the greatest possible success.

There are several millions of farmers in the United States, but at a meeting called in Chicago on Wednesday to devise ways and means for putting up the prices of farm products there were only seven present. After some talk they adjourned to meet on Sept. 8, when it is hoped there will be a larger representation.

Sir Thomas Lipton's predictions read surprisingly like the justly celebrated anti-election manifestoes one Thomas Taggart was once so fond of issuing.

That cup appears to be nailed down. If the Irish boat cannot win in a drifting match, she is not likely to win at all.

It is about time for Sir Tunn's and Shamrock IV.

A Notable Tree.

Madison (Ind.) Courier.

On the premises of the beautiful residence of Dr. C. C. Copeland, at North Madison,

son, stands a big locust tree which is said to be 100 years old. It was planted by Elias Stapp, one of the last of the Williams family. At the base of this venerable tree measures twelve feet around.

THE HUMORISTS.

Bewildered.
"John Henry, I'll thrash you soundly if I ever catch you telling another story that isn't true." "And yet, ma, I heard you say to the minister that I had great imagination."

His Summer Suit.

Chicago Tribune.
"Your summer suit yet?" asks the man with the incontinent whiskers of the man with the shifty eyes.
"Sure. Got it yesterday. My tailor sued me for last winter's overcoat."

Naturally.

Philadelphia Press.
"Misguided young woman!" exclaimed the Rev. Mr. Straightlance, sternly. "I hear you got out your camera on the Sabbath."

Keeping His End Up.

Corinne—When I get married I shall make my husband give me all his salary.
Vivian—I shan't. I shall allow him to retain 75 cents each week so he can keep his own end up with the boys and not be a cheap old thing when he's out.

Sounded Big, Anyhow.

New York Sun.
"Pa," asked little Henry, "what is the meaning of 'panoply of power'?"
"It means a lot of things, sonny," he gently replied, "but it sounds as if it might almost mean bossin' the butter."

Implacable.

Washington Star.
"I understand that you spoke in derogatory terms of me," said the man who is always looking for trouble.
Mr. Sirus Barker looked at him, reprovingly, and said:

"Is it your habit to hunt people up and interrupt their work simply because you happen to understand something?"

The Automobile and the Cart Horse.

The Smart Set.
A Swift Automobile once swept proudly past a Tired Cart Horse.

"Hello, Old Stick-in-the-Mud!" it called, tauntingly, "back to the Boneyard, you Dead Oat!" So saying, it disappeared in a cloud of Steam.

A little farther down the Pike, the Tired Cart Horse came upon the Swift Automobile, now Rapid.

"Aha!" said the Steed, with a Horse Laugh, "who is Stick-in-the-Mud now? You are, indeed, far from your Happy Home."

While the Cart Horse was thinking up other biting remarks of this Nature they hitched him up to the Damaged Vehicle, and he was compelled to yank it laboriously to the stable, fourteen miles away on an Up Grade.

This fable teaches us that it is Wrong to gloat over the downfall of our Enemies until we are sure they can no longer injure us.

GLEANINGS FROM STATE PRESS.

Name, Name!
Connersville News.
One of the handsomest ladies in this city will wed a prominent Indianapolis attorney in the early fall.

Curiosity.
Portage Correspondence Valparaiso Vindicator.
Fred McKempen seems to be a frequent caller here. Wonder why?

Good for Arba.
Winchester Herald.
Don't say Arba is a back number any more. With a race track north and a lawn tennis court south of town, ha!

Master Ellis's Misfortune.
Connersville News.
Master Ellis Bottles is suffering from a very sore and swollen foot, which he sustained yesterday by stepping on a big bun-bun.

What's a Granite Shower?
Huntington Herald.
Thirty of Miss Martha Gill's friends gave her a granite shower last evening and made an occasion rich in social pleasure.

Word from Cabin Creek.
Winchester Herald.
Silas Borkin says he has added another fine Jersey cow to his herd. He also says that he can run a knife around the edge of the milkpan and lift the cream off and hang it on a nail by the side of the house without a windmill. "I piped it into butter in less than ten minutes."

AGRICULTURAL ITEMS.
Good Enough Profit.
A Harrison county farmer cleared \$500 this year on one acre of strawberries, after having paid all expenses incident to gathering and marketing the crop. And this year was not considered a good season for strawberries.

Oats Disappointing.
New Castle Press.
Oats threshing in this locality resulted in many surprises when completed. While straw was heavy enough to have produced an average yield of fifty bushels or better per acre, the average yield probably not exceeded thirty-five. Many bushels musty oats and tons of mouldy straw was found to have resulted from the recent wet weather.

How to Get a Plum Crop.
Huntington Herald.
John Frash has some choice fruit on his residence lot. His Lombard plum trees are loaded down with luscious fruit that is smooth and without a blemish. The trees are in a chicken park and when the fruit is ready the farmer shakes the branches every morning. The curculios drop to the ground and the fowls do the rest. This is why the fruit escaped damage from the pests.

Lots of Hickory Nuts.
Plymouth Independent.
Hickory nuts will be plentiful, says the North Manchester Journal, this fall if the reports from a number of farmers are correct. It is said that most of the trees are full, and if nothing happens before frost come the farmer's main crop this year is a good supply. The "shellbark" trees are especially well filled. Some trees are full but most of them give evidence of a short walnut crop.

Enterprising Hickory Tree.
Paoli (Ind.) Republican.
Joseph Newlin, south of town, reports a curiosity in the way of a young hickory tree on his farm. The body of the tree is only about one inch in diameter and the tree is only about four or five feet in height, yet it is so full of hickory nuts that its branches have bent until they touch the ground. He never saw the bush until last fall when it was then bearing a few nuts. A hickory tree of that size in full bearing is very unusual.

Good Hay Crop.
Plymouth Independent.
From all over the county comes the report of a good hay crop this season. There is lots of it and the quality is excellent. This year the farmer's main crop this year and will help materially in the shortness of the various grains. The same report comes from all over the county. While the weather was unfavorable to wheat and corn it seemed to be just right for hay.

and nearly everybody's barn is groaning under the heavy weight of a tremendous crop.

Wheatland's Plums.

Bedford Mail.
The first carload of blue plums ever shipped out of Knox county went from Wheatland Saturday afternoon and was shipped direct to Chicago in a refrigerator car. The plums were shipped by J. Emery Yates, one of the best known farmers of Knox county. The car contained 340 bushels of a fine quality of the plums, and each bushel contained about 100 of a bushel. The car went over the B. & O. S. W. railroad, and it was picked in the vicinity of Wheatland.

THE DRIFT OF POLITICS.

Representative Charles B. Landis has been writing several interesting articles for his paper, the Delphi Journal, about how Indiana should appear in the year 1904. He insists that city councils and town boards and railroad officials join hands and put the State in the Union. He has a vision of the State in the future, and he thinks the thousands and tens of thousands of people from the East who will cross the State on their way to the St. Louis exposition. He says in part:

"It will be almost impossible to reach St. Louis without going through Indiana. Her important cities, that we know of our best cities, that our cities are bright and clean and that our State is a beautiful one. During the last twenty-five years Indiana has made more progress, relatively, than any State in the Union. She has lived up to her reputation to live down. She has lived it down. She has drained her swamps, built splendid places, cleared her forests, and today presents to the world industries, activities, wealth and glory unsurpassed by any other State in the Union. Clean up Indiana for 1904, put the State in shape so that those who pass from the East to the St. Louis Exposition will see Indiana as the brightest, cleanest and most prosperous State in the Union. Nothing will go so far toward making up Indiana as the city councils, and the town boards acting in conjunction with the railway officials. Now is the time to hold up to put Indiana in shape for 1904, for Indiana will be on exhibition in 1904."

Warren G. Sayre, of Wabash, has many claims to distinction, but he established a new one when he admitted that he had come to Indianapolis for no other purpose than to meet a few politicians and hear the latest political gossip. He came up to Indianapolis when out-of-town politicians are rounded up in hotel lobbies or at the Statehouse they preface their remarks with the explanation that they were called here on business, but Mr. Sayre started the reporter last evening at the English with an altogether different tale.

"I came down to see what I could learn about political affairs," he confessed, "I haven't a bit of business in Indianapolis, literally, and, perhaps, figuratively speaking. The inclination struck me to run down to see if I could not gather some news that escapes you reporters, and I think I have landed three or four good scoops, as you call them. I'm open to negotiations if you're after exclusive information," added the statesman from Wabash with the smile, and our reporter, who had been waiting for a chance to get a scoop, was not slow to make famous last winter during the session of the Legislature.

However, Mr. Sayre refused to be persuaded or coerced into tipping off any of his scoops, although in the course of half an hour he did suggest a new candidate or two for the Republican gubernatorial nomination.

"I am satisfied," from all I can gather that the entries in this race are by no means closed as yet," he said, "You see we increased the stake in this race last winter and we have hung out a richer purse than we have ever before. It is now worth \$20,000, and it has not been many years since it was worth \$10,000. When we raised the salary of the Governor from \$5,000 to \$10,000 we made the office much more desirable one, and as a natural result, here we have had \$20,000, and now we should get \$30,000. Of course Oliver P. Morton was worth \$30,000 man, but, then, times have changed."

"Now if it were still a \$5,000 office I might be a candidate myself, as I might be able to muster sufficient timidity to consider myself in that class, but since the salary has been so greatly raised I am forced to admit that I'm not in the running. That may be a severe blow to the people of Indiana, but, perhaps, they can stand it if I can."

Mr. Sayre is at his happiest when he is laying out sarcasm in generous dippers and he started on this in this way, but was interrupted by a question as to the names of the probable gubernatorial starters in the gubernatorial handicap.

"Well," he replied, "I'm not launching a bomb, and I'm not making a prediction for any one I mention, but there are several good and able Republicans who might be persuaded to run for the office. For instance, or Judge George W. Grubb, of Martinsville, the new department commander of the A. R. C. of New Castle, they are all men whom I consider in the \$30,000 class, and there are others who are not so well known, but I think it safe to predict the men now in the field will not have the race all to themselves."

Mr. Sayre says the Eleventh district candidate for Governor, G. A. H. Shideler, is in the race in good shape, although he is rather dry of putting it in that way. "Shideler still a candidate down here?" he asked. "He is up our way, and in some other section of the State, but you can't always tell the situation in Indianapolis. Before the race is over, unless some unexpected development occurs Shideler will be very much in evidence, for he hasn't the means that some of the candidates that are being touted as favorites are carrying."

Mr. Sayre's ready use of racing vernacular was as interesting as it was unexpected, it may be remarked by way of parenthesis, not to interrupt his interview.

"We hear a great deal from the politicians to the effect that the fact that Lafayette, Tippecanoe County and the Tenth district are making for the two most important positions on the State ticket will have no bearing on either man's candidacy, and that the fact that the Tenth district is a States senator will not injure the chances of your candidate for Governor," he continued. "Well, these things may have no effect with the people and with the delegates in the convention that will select the ticket, but Frank Hanly's candidacy for Governor cannot result other than to draw attention to himself or to Dan Storms. And I feel reasonably sure that Storms will be nominated. Hanly's candidacy will bring the matter out on the floor of the convention, even if none appears before that time. The result will be a drive between his friends and those of Shideler in Grant county and a similar division in other parts of the district."

Recalled to the Eleventh district Mr. Sayre expressed the opinion that but one thing will prevent Shideler's having a solid district behind him when he goes into the campaign—the fact that Major Steele and Marion, into the congressional race against Fred Landis. If Major Steele becomes a candidate it will result in a split between his friends and those of Shideler in Grant county and a similar division in other parts of the district.

Mr. Sayre is interested in the result of the Indianapolis municipal campaign and he expressed the fervent hope that Mayor Bookwalter will be re-elected. "You see Bookwalter is really a Wabash county man," he said. "He was born in our county and lived there during his early boyhood until the family moved to Fort Wayne. He is an able man, I believe, and I would like to see him re-elected. There's nothing in his administration to warrant the turning over the city to the Democrats, even if his administration is open to improvement, and certainly the recollection of previous Democratic rule here should be a strong inducement to elect a citizen of independent, law and order loving kind."

from assisting by so much as one vote in installing another era of Democracy."

Deposition by Taylor

Frank L. Seifert, postmaster of Washington, Ind., and Charles Gardner, of that city, were in the city last evening.

Superintendent Will H. Whitaker, of the Indiana Reformatory, came up from Jeffersonville last evening and will spend the day in the city. He says everything is progressing nicely at the institution, but he would make no statement for publication, saying that he was reserving any opinions he might have for his reports to the board of managers. He intimated, however, that his next report will be an interesting supplement to the report submitted when he took charge of the Reformatory.

NOT IN GOOD STANDING

George B. Lockwood, secretary to the Governor, left yesterday for a week's outing in Michigan.

Mason J. Niblack, of Vincennes, and James E. McDonald, of Lionier, were guests at the Grand last night. They are at the meeting of the State Board of Agriculture.

LETTER CARRIERS WILL HARDLY RE-ELECT JAMES C. KELLER.

Special to the Indianapolis Journal.
WASHINGTON, Aug. 20.—The fact that Postmaster General Payne recently notified the members of the executive committee of the National Letter Carriers' Association, who presented to him a memorial setting forth the claims of the carriers to an increased compensation, that the Postoffice Department could not recognize or treat with James C. Keller, of Cleveland, O., as president of the association, is expected to put an end to Mr. Keller's campaign for re-election. The postmaster general is reported to have said that because of Mr. Keller's unreliability the department was compelled to direct him to return to his duties as letter carrier in the Cleveland office about eight months ago, since which time he has had no standing before the Postoffice Department. Because of the part which Mr. Keller is supposed to have played in defeating for re-election Representative Loud, who, as chairman of the House committee on post-offices, had opposed the bill to increase the salaries of the letter carriers. Keller lost all standing before the committee and consequently made no effort to secure the passage of the bill. Now that Postmaster General Payne has Frank-ly stated the attitude of the Postoffice Department toward Mr. Keller, the fact that he would have no standing either at the Postoffice Department or before Congress is taken as making his re-election out of the question, for there would be no field in which he could operate as president of the organization. While the letter carriers may personally approve of his course in opposing the re-election of Representative Loud, it is not thought likely they will elect to the highest office of the organization a man of whom they have so much to say. It is a term of two years that he could appear neither before Congress nor the department and who would, therefore, be merely a useless appendage. The convention will meet in Syracuse the last day of this month and will there elect its national officers and formulate the policy to be pursued in securing higher wages.

E. J. Cantwell, of Brooklyn, N. Y., who has been stationed in the Reformatory for past five years as secretary of the organization and editor of the Postal Record, the official organ of the letter carriers, has been given a six months' leave of absence for his health. Mr. Cantwell broke down while on duty at the Reformatory, and it is expected that the convention will make provision for an assistant to take the active part of his duties during his absence. He was very ill. In view of these facts practically an entire new set of national officers will be elected at the convention.

DEFINITE NEWS WANTED